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SCORES ORGANIZATION OF METAL SUPPLY  
TO LENINGRAD MACHINE-BUILDING PLANTS

The supply of metal to Leningrad machine-building plants is so organized that primary attention is given to deliveries of large quantities, i.e., carloads of 20-60 tons. This system hampers the regular and steady operation of enterprises and causes technical difficulties. For example, during the last quarter of 1950, warehouses of the Leningrad Office of "Glavmetallobyt" (Main Administration for the Sale of Metal and Metal Products) had practically no angle iron between the sizes of 20-100 millimeters in diameter. Since they were unable to obtain the required types of metal in Leningrad warehouses, the plants were forced either to use other sizes of angle iron and adapt them to their needs, thereby wasting valuable metal, or to haul the metal by truck from Moscow. During a short period, the "Linotip" Plant had to get three shipments of angle iron, sheet steel, and thin tin plate from Moscow by automobile transport. Such transport was very expensive and caused an increase in production costs.

"Glavmetallobyt" has not been supplying Leningrad machine-building plants with all the necessary types and shapes of metal; in some cases only 15-20 percent of certain types of metal requested by the plants was supplied, and many sizes of angle iron needed by machine-building plants are not to be found at all in Leningrad warehouses.

Leningrad plants which operate rolling shops could be very helpful to machine-building enterprises. However, the possibilities offered by these metallurgical shops have been utilized to a very small degree. Some plants keep an excess quantity of metal for their own needs and consistently fail to deliver it to other plants. During the fourth quarter 1950, the Kirov Plant and the Plant imeni Molotov used an excess of hundreds of tons of rolled steel, while orders placed with "Glavmetallobyt" remained unfilled.

All machine-building plants have very little to say in deciding on the metal supply for their enterprises. All such matters, including types of metal, delivery periods, transport and supply facilities, are handled by "Glavmetallobyt" and by main administrations of ministries. As a result, enterprises often receive large quantities of certain types of metal of which they need very

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little; and on the other hand, some plants receive a considerable share of required metals from local warehouses instead of having them shipped from large metallurgical plants of the South and East. For example, the "Elektroapparat" Plant received a large quantity of metal from city warehouses during 1950, which increased production costs.

Mechanization of loading and unloading operations at Leningrad warehouses of "Glavmetallobyt" has been neglected. The sorting of metals at supply bases is not well organized and requires too much time.

At a recent meeting of machine builders in Leningrad, both "Glavmetallobyt" and the Ministry of Ferrous Metallurgy were severely criticized for their failure to provide the prompt shipment of metals from metallurgical plants to supply bases and warehouses. It was suggested the "Glavmetallobyt" and its Leningrad office be given more rights for planning the output of certain types of rolled steel by small metallurgical plants in Leningrad. This would make it easier to meet the demands of machine-building plants.

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